

Intimations.

PYROLA, PYROLA, PYROLA.

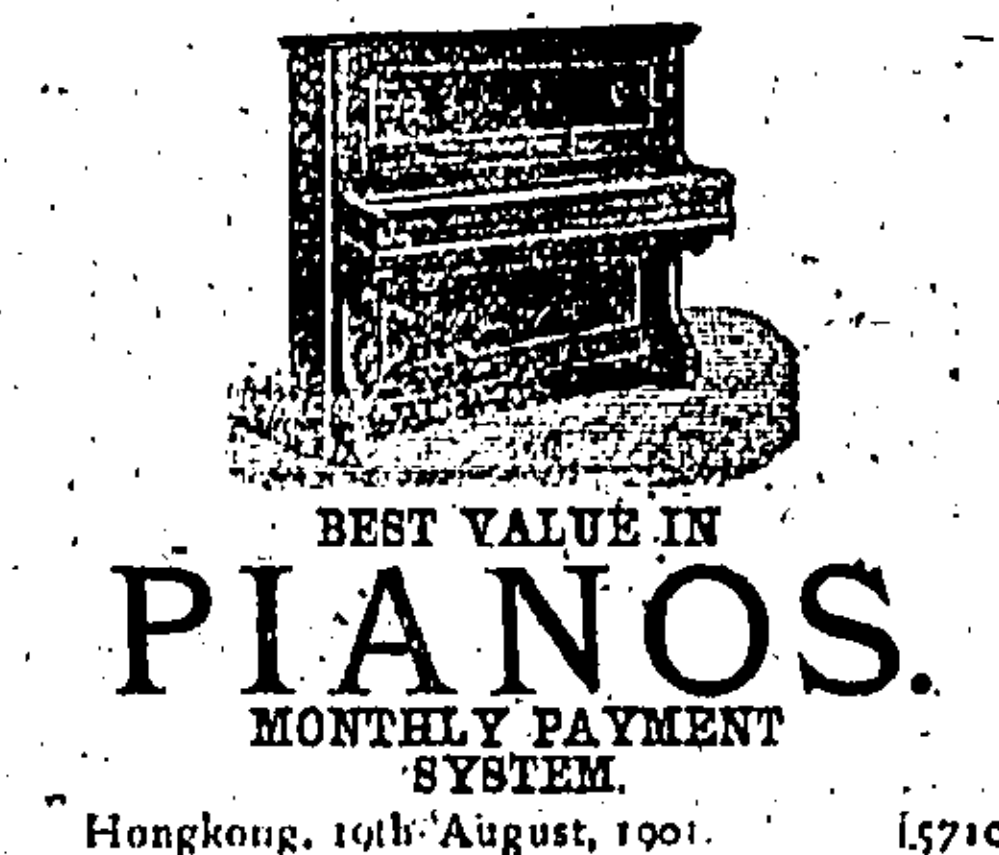
PERFUME OF EXQUISITE FRAGRANCE.

WATKINS,
LIMITED.

Chemists and Perfumers.
No. 66, Queen's Road Central.

Hongkong, 1st October, 1901. [714c]

THE ROBINSON PIANO CO., LIMITED.



Hongkong, 10th August, 1901. [571c]

KELLY & WALSH, LD.

Just Received.
THE FIGHTING IN NORTH CHINA, by G. Gips, R.N. 2.00
The Eternal City, by Hall Caine. 3.50
A Secretary of Legation, by Hope Dawlish 1.50
The Gamblers, by W. Le Queux 1.50
The Training of the Body for Games, Athletics and other Forms of Exercise, by F. A. Schmidt, M.D., and E. H. Miles, M.A. 4.50
Further Correspondence Respecting the Disturbances in China 1.00
Hongkong, 28th September, 1901.

THE
ROBINSON PIANO COMPANY, LIMITED.

BANJOS, MANDOLINES
AND GUITARS,
AT
COST PRICE
TO CLEAR PRESENT STOCK.

Hongkong, 3rd October, 1901. [953c]

WILLIAM POWELL, LIMITED,

GENERAL DRAPERS AND FURNISHERS.
Opposite Post Office, (Up Stairs).
A LARGE QUANTITY OF
BEDSTEADS, COTS AND SPRING MATTRESSES,
NOW IN STOCK.
DRAPERY DEPARTMENT,
CONTAINS
EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.

FURNITURE DEALERS,
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated Glass and China Wares, Iron Bedsteads and Mattresses, Cutlery and Dinner Services, Cooking Ranges and Kitchen Utensils, Aspinall's Balm, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

To-day's Advertisements.

FOR YOKOHAMA AND KOBE.
THE N.D.L. Steamship

"BAMBERG."
Captain Zurbonsen, will be despatched for the above Ports, on MONDAY, the 7th instant, at Noon.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 5th October, 1901. [1089c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAICHING."
Captain Davis, will be despatched for the above Ports, on TUESDAY, the 8th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAURIAK & Co.,
General Managers.
Hongkong, 5th October, 1901. [1095c]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR MANILA VIA AMOY.
THE Company's Steamship

"YUENSANG."
Captain Rolfe, will be despatched as above on WEDNESDAY, the 9th instant, at 4 P.M.
This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 5th October, 1901. [1094c]

For Sale.
NOW READY.
THE
SPECIAL DESCRIPTIVE
AND
STATISTICAL EDITION
OF THE
"HONGKONG TELEGRAPH."
TEN PAGES.
PRICE 50 CENTS.

THOSE desirous of obtaining copies should order early, as only a limited number has been struck off and a Second Edition cannot be printed.
The Special Edition will be mailed to any address on receipt of 50 cents to cover cost and postage.
Hongkong, 2nd May, 1901.

NOW READY.
AN ACCOUNT
OF THE
RECEPTION OF H.M.S. "TERRIBLE,"
IN
HONGKONG
AND THE
FESTIVITIES CONNECTED
THEREWITH,
WITH A
WOODCUT OF THE "TERRIBLE."
To be obtained at the OFFICE of this Paper.
PRICE 30 CENTS.

As only a limited number have been printed intending purchasers should send their Orders early, for the issue of this interesting souvenir will soon be exhausted.
Hongkong, 1st June, 1900

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

WATSON'S

CELEBRATED

E

BLEND.

VERY OLD LIQUEUR

SCOTCH

WHISKY.

Pronounced by Connoisseurs to

be the BEST BRAND in the FAR EAST.

Per Dozen \$15.00

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 5, 1901.

NOTES AND COMMENTS.

North Borneo.

The picture drawn of the state of affairs in North Borneo by our Labuan Correspondent is by no means a rosy one, as everybody who reads his letters in last night's issue will doubtless agree. The situation at Kudat must indeed be critical if forty thousand pounds worth of tobacco, all ready for shipment, is so practically at the mercy of the first disaffected native who cares to come along and fire it. Should this happen, we imagine that it will place the North Borneo Company in a very unpleasant position, for we presume that the Company would be asked to reimburse the Tobacco Companies for the damage done by its subjects, just as the Chinese Government is forced to pay for missions destroyed during riots or times of rebellion.

There can be little doubt but that even since the MAT SALLER episode the North Borneo Company has had constant trouble with the natives, and as our Correspondent points out, at the present time no less than three punitive expeditions are out on the hunt for marauders. This shows a very bad state of affairs and one not at all likely to encourage people to put their capital into the country, for under present conditions they cannot feel that either life or property is secure. This state of rebellion must be due to some cause or other, and those who profess to know say that it is brought about by dislike of the Company's rule. The natives are well aware that they are being exploited for the benefit of London shareholders and that the taxes which they pay do not return to them in any shape or form. Of course it must be admitted that the natives are by no means saintly. They have a great taste for piracy and brigandage, and the old men are never tired of recounting the good old times when PANDASAN and TAMASUK sent out large pirate fleets which rendered the seas unsafe from the Philippines to New Guinea. These men need a strong hand to rule them, and this is what is lacking in the government of the North Borneo Company.

To see that such is the case one has only to glance towards Sarawak, where the strong and just Government of Rajah Brooke has brought a more numerous and turbulent population than that of North Borneo completely under control. There the natives know that they cannot indulge in head hunting or piratical expeditions and that so long as they behave themselves they will always be patiently listened to and justly dealt with. The rule of Rajah Brooke is respected, while that of the North Borneo Company is despised. The native will bow to the Company so long as it thinks that it will pay him to do so, but as soon as he thinks that the Company is unable to punish him for misdeeds, he returns to his old ways of pillage, rapine and murder.

Yet despite the trouble the Company is experiencing in the territory now under its rule, it is not satisfied, but wishes to assimilate the independent territories lying between North Borneo and Sarawak. To do this, our Correspondent informs us, the Company has approached the chiefs concerned and the Sultan of Brunei direct, although this is strictly forbidden in the Protectorate Agreement. If it is necessary that these independent States should be brought under British rule it would be very much better for all concerned were they ceded to Sarawak. To this the natives themselves would not object and everything would go on smoothly. But if they pass into the hands of the North Borneo Company there is bound to be trouble, and the natives will suffer. It is to be hoped that the High Commissioner for Borneo will look into the matter, for we do not like to see lands grabbed in this manner. The whole system of Chartered Company Government is wrong from beginning to end. It simply amounts to a large territory and its inhabitants being bled for a few London shareholders who know nothing about the country and care less. If the Chartered Company made its dividends by engaging in trade, matters would be different, but it makes them out of levying taxes which should, by all the laws of right and political economy, be applied to the benefit of the persons who find the money. The day is fast approaching when the British North Borneo Company's rule will have to come to an end, as did that of the East India Company. The best thing that could happen for North Borneo would be for the British Government to step in and hand the whole territory over to Rajah Brooke.

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REUTER'S TELEGRAMS.

SOUTH AFRICA.

THE ATTACK ON COLONEL KEKEWICH'S CAMP.

LONDON, October 2nd.
Commandant Kemp commanded the Boer attack on Colonel Kekewich's camp, Commandant Delarey accompanying as a spectator.

It appears that the British columns under Colonel Kekewich and Lieutenant Featherstonhaugh had returned from driving the enemy some distance from the camp, when they were separated by two Boer columns which had returned to the attack on the British position.

The enemy on being finally driven off, left six killed on the field. Ten prisoners were taken by the British. The heavy loss of horses prevented pursuit of the enemy.

COLONEL KEKEWICH'S WOUNDS.

Lord Kitchener reports Colonel Kekewich as severely wounded, but doing well.

THE AMERICA CUP.

"COLUMBIA" WINS THE SECOND RACE.

The second yacht race for the America Cup was over a triangular course, and was sailed in a spanking breeze. Shamrock II rounded the two first mark boats a minute and a half ahead of Columbia, but the American boat finally won the race by a minute.

THE TYPHOON.

NOTICE FROM MANILA.

Mr. W. A. Rublee, U.S. Consul General, kindly forwards the following copy of a telegram which he received from Manila to-day—
MANILA OBSERVATORY,
October 4th, 7 p.m.

Track of typhoon had inclined slightly North. Shortly after 10 o'clock this morning the red drum was hauled down.

LOCAL AND GENERAL.

SIX-A-SIDE FOOTBALL matches will take place every day next week except Saturday.

GILLIES on the Scotch moors have taken a dislike to American sportsmen, whom they accuse of being hard masters.

H.M.S. TWEED, otherwise known as the Flat-iron, was under way yesterday afternoon, apparently doing a steam trial. She seemed to be tearing through the water at fully two knots.

THE REGATTA of the Victoria Recreation Club is to be held on Wednesday and Thursday, the 11th and 12th December. We hear that the Committee are preparing a good programme and that some excellent sport may be anticipated.

A CURIOUS FIND is reported from one of the Chincha Islands, off the coast of Peru. In a bed of guano an old ship's compass was lately dug up, which, when cleaned, was found to be in working order. The case of the instrument is of brass, and it bears the engraved inscription: "Jno. Warren, Chepesside, City of London, Maker, 1699." The compass has been sent to a museum in Lima.

BY KIND PERMISSION of Lieut. Col. Baillie and Officers, the Band of the 22nd Bombay Infantry will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m.

PROGRAMME
Lancers "Aye and Aye!" Crook
Selection "Iolanthe" Sullivan
Solo "Happy thoughts" Pratt
Solo "The Merry Dandelion" Godfrey
Song "Love's Old Sweet Song" Molloy
Solo "Nell O'Connell" Flanagan
Solo "God save the King"
Disco "Benedictus" on Limb
Band Halldar.

COTTAM & Co. for SILK SOCKS and PUMPS.

WE ARE GLAD to see that Sam Bentley has accepted Stoker Phillips' challenge to box at 140 lbs. and hope that a purse will not be found wanting.

WE ARE ASKED TO STATE that Major General Sir William Gascoigne was unfortunately prevented from attending to-day's meeting of the Jockey Club.

THE THUMB is a guide to a knowledge of the mental condition of the owner. He, who is in full possession of all his faculties, makes good use of the thumb, but wherever there is a tendency to insanity, this generally useful and active member falls out of work. A physician in charge of a lunatic asylum states positively that if you see a person whose thumb remains inactive—standing at right angles and taking no part in the act of writing, salutation, or any other manual exercise—you may be sure that he has a diseased mind.

THE CANNED FRUIT trade of California has assumed enormous dimensions of late years. From the report of the Acting Consul General at San Francisco we note that the pick of last year attained the enormous volume of 3,866,271 dozens of tins. Peaches led the way, with 957,853, and then we have 742,446 dozens of tinned pears, 545,236 dozens of apricots, and so on down to the minimum of 13 dozen logan berries. The United Kingdom is by far the best customer for these; China and Japan make a very bad second.

CRICKET.

There was a good attendance of spectators on the Cricket ground this afternoon when the Hongkong Cricket Club were playing "All Comers." The eleven went first to the wicket and were not disposed of until they had compiled the creditable total of 201, to which Lieut. Clifton Brown, R.N., contributed 39. Other tall scorers were Major Dyson, A.P.D., 37, Captain, Waymouth, R.A., 35, Lieut. Krickenbeck, 21, and K. W. Moussey, not out, 19. For "All Comers," Captain Cadogan, R.W.F., played steadily for his 31, and Captain Radcliffe, R.E., put together a useful score of 29.

At 4.45 this afternoon "All Comers" had lost three wickets for 90 runs.

AT THE MAGISTRACY.

HOMELESS, RAGGED AND TANNED.
Joseph Curson, of England, has evidently struck a hard patch and was adjudged this morning to be a vagrant and committed to the House of Detention.

ASSAULTING THE POLICE.

Andrew Gray, scamp, of H.M.S. Ocean, was charged with unlawfully assaulting a policeman. He struck a snag in the person of P.C. Devney, and was fined \$15 this morning.

FELONIOUSLY STEALING.

Chan Ngan was charged with feloniously stealing a piece of serge, value \$300. To the lay mind it seems difficult to steal without doing it feloniously, but His Worship put the accent on the adverb and sent the defendant to gaol for 14 days.

A SUDDEN SPURT.

Serdt Dymond, No. 58, must have been bitten by something and in consequence roped in eight Chinamen for playing "Chai Mui" and disturbing the public tranquility. If Serdt Dymond would direct his intermittent energy against firing useless guns in the harbour, and thereby startling nervous ladies, out of about three years growth, he would be doing more general good than breaking up a Chinese private game of "brag."

OFIUM.

Ip Leung went to gaol for two months because he was unable to pay \$150 for having 7½ taels of opium in his possession.

STEAL, STEAL, STEAL ALL THE TIME.

Lum Kum was charged with stealing a bundle of clothing valued at \$3. Lum has evidently got into an unfortunate habit, on four previous occasions he has been convicted and now, not knowing enough English to plead kleptomania, was again sent to his old home for three weeks. We think the climate of China would suit him better as soon as the necessary papers can be made out.

THE PLAGUE.

Number of cases reported up till noon of the 4th October, 1901	Chinese	1,562
	Other Asiatics	54
	Europeans	31
Number of cases reported during the past 24 hours	Chinese	0
	Other Asiatics	0
	Europeans	0
Total number of cases reported to date		1,647

Number of deaths reported up till noon of the 4th October, 1901	Chinese	1,527
	Other Asiatics	36
	Europeans	12
Number of deaths reported during the past 24 hours	Chinese	0
	Other Asiatics	0
	Europeans	0
Total number of deaths reported to date		1,575

Since noon on Saturday last the cases and deaths are:

Cases Chinese	3
" Other Asiatics	0
" European	0
Total	3

Deaths Chinese	2
" Other Asiatics	0
" European	0
Total	2

The plague returns for last week were:

Cases	3
Deaths	3

COTTAM & Co. for EVENING DRESS SHIRTS.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

BOXING.

To the Editor of the "Hongkong Telegraph."
SIR,—Will you kindly publish the following in one of your valuable columns.
Sam Bentley to Tom Phillips.

I am prepared to Box T. Phillips according to his challenge, the best of twenty rounds at ten stone (140 lbs.) weigh in at 12 o'clock on the day of Boxing. If Phillips will meet me at the Kowloon Hotel at 5.30 p.m. on Saturday, a match can be arranged, or send a note to Kowloon Depot naming a Date, and Place of meeting which will suit.

S. BENTLEY,
Ten Stone-four Champion
Army and Navy.
Kowloon Depot, October 4th, 1901.

THE SANITARY BOARD.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
DEAR SIR,—At the recent meeting of the Sanitary Board, the two members most qualified to give an opinion, gave it without a saving clause on the question of height of buildings as affecting the sanitary condition of the Colony. This motion was lost, as the official appointees voted against it.

Now Sir, is it permissible to ask if these gentlemen acted as they did from conviction, or were they actuated from a fear of losing their jobs, by a direction from the Colonial Secretary or his nominee, the Governor of Hongkong?

If so Sir, is it not well that these gentlemen should be reminded that they hold their positions in trust, not to the C.S. or his nominee, but to the public who find the money to pay their salaries. Are they of such mean capacity that they dare not stand out and fend for the people whose salt they eat?

Yours, etc.,
RATEPAYER.

Hongkong, October 5th, 1901.

WISE AND OTHERWISE.

I see that the latest "penny-in-the-slot" device is nothing if not Hongkong, a novel contrivance. It combines a lung tester with a beverage-

dispensing machine. The operator, after having inserted his penny into the apparatus, blows through a tube with all his might. The force of the "blow" is registered upon a dial on the front of the machine, while at the same time the valve of a beer-barrel is opened. So that the longer the operator can keep blowing the larger the drink he eventually obtains.

Now, just imagine such a machine being erected outside the "Hongkong Hotel," Mr. Editor. Why, all the beachcombers from the Coast Ports would flock here and work that machine in relays with belows! It would never pay.

The following com-

Queen's Collegians positions were recently

Take Note! printed as samples of the

work of some school children:

The Monkey.—There are many kinds of monkey besides those that live on land organs; some are found in Asia and some in Africa. Once a man was in the woods and he threw a little stone at the monkeys and they threw back large ripe, sweet cocoa nuts and this teaches us a great moral lesson. We should always behave like the monkey. I saw a monkey at a circus and it pulled a lady's bonnet off and tore it all to rags and tied the strings around its neck and grined.

The Bare.—Bares are of many sighses and all big. The chief kinds are the grizzly bare which is black; the cinnamon bare which is good and gentle; the white bare which bleaches its skin to hide in the snow and make a rug, and the black bare which is common and careful of its cubs. Bares fight bees for honey, which is mean, because the bees are little. Once a bare found some currant jelly sitting on a garden, bench to dry and he ate it and the lady hadn't any more, which was greedy. Bares are pigs.

The Elfant.—The elfant is the biggest of all beasts put together and has two tusks, one tail and one trunk, sometimes called the elfant's hand and two eyes. His feet are large and roasted and good to eat, but the skin is very thick. He shakes dust on it like a pepper castor. Once a taylor struck a needle into an elfant and years after the elfant soaked his house for him. Be good to the elfant and you will be happy.

I send herewith a translation

More History, of an ancient papyrus, unearthed

in some new excavations

in the city.—Now it came to pass that the

PROPHET and the SEEKER after worldly

wisdom were walking together in the cool of

the evening in the Street called PRAYA, which

is so called from the many prayers offered up by

the stumbling wayfarers to those whose wisdom

constructed it. And the PROPHET raised up

his voice and said, "My son, difficult and strewn

with obstructions are the ways of the wicked."

Whereas the SEEKER after wisdom wondered

much, and he returned many times to the street

called PRAYA to ponder on these words, And

behold, one day as he pondered there he saw a

BEACHCOMBER, which is a holy man who sits

at HOTELCORNERS and cadesfordrinks, and

SEEKER said unto him, "Friend tellst

thou me why it is that the paths of the unright-

eous are difficult and strewn with obstruc-

tions?" And the BEACHCOMBER lifted up

his voice and wept. And when SEEKER had

assuaged his tears and thirst with a POTOF-

FOURARF, which was a drink much patron-

ized in those days, BEACHCOMBER replied,

"My son, the ways of the unrighteous are

made by GOVERNMENT, therefore they are

rough." And SEEKER, being filled with

wisdom and light, returned unto his own

country and extolled the BEACHCOMBER.

But when GOVERNMENT took heart of the

wisdom of BEACHCOMBER it took him and

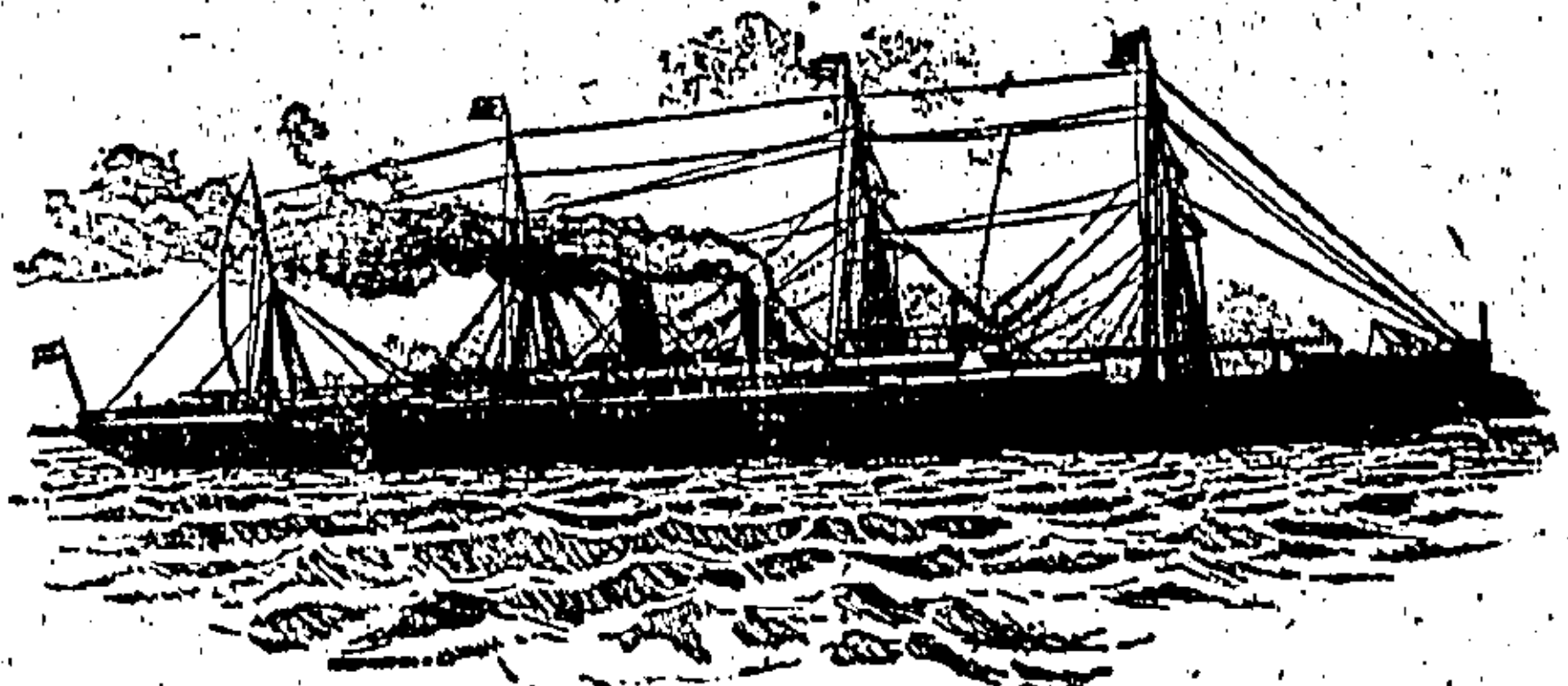
sterned him for it said, "Lo, he giveth infor-

mation to the enquirers, which is not meet!"

GILAN

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"ALBA" (P. M. S. S. Co.)	MONDAY, the 7th October.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	WEDNESDAY, 20th Nov., at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.
"GABRIEL"	SATURDAY, 14th December, at Noon.

* Via Moji and for Cargo only.

The P. M. Company's Steamship "CHINA" will be despatched for SAN-FRANCISCO, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 19th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Rutes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN-FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, and value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

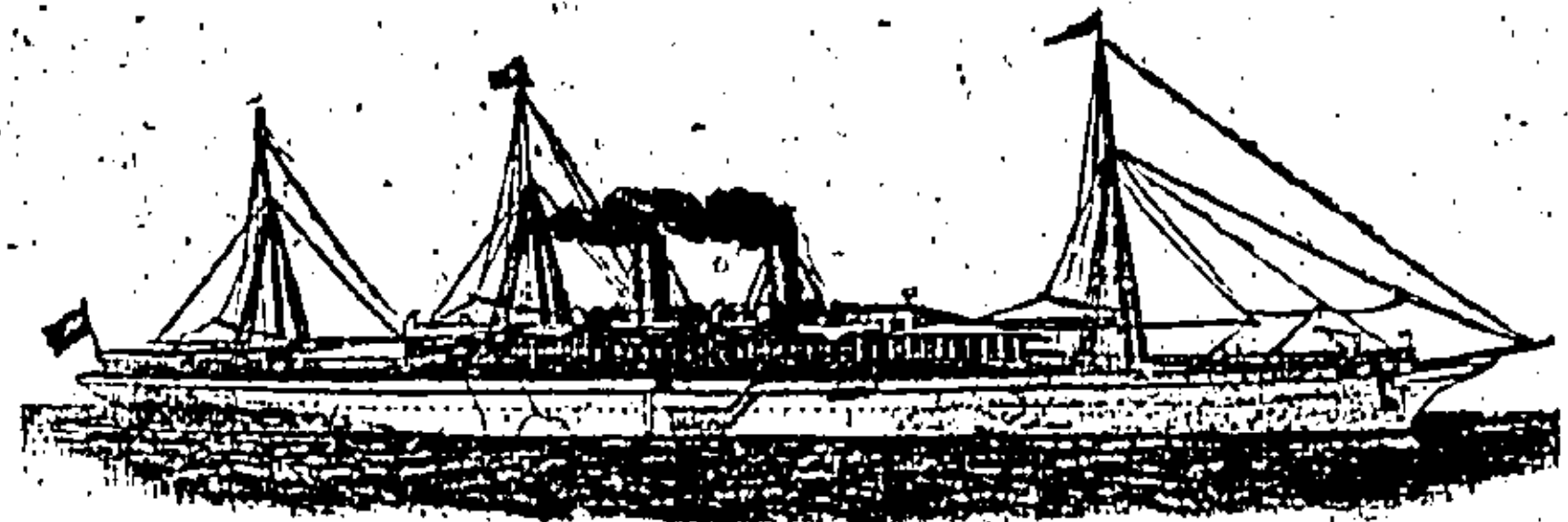
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 2nd October, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 18th December.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New-York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan's Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 30th September, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

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SEGOVIA	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG)	16th Nov.	Freight
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Hongkong, 20th September, 1901. [1993c]

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THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

Hongkong, 5th July, 1901. [1712c]

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Hongkong, 28th May, 1901. [140]

Notices of Firms.

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.

DURING MY ABSENCE and until further Notice Mr. MOWBRAY STAFFORD NORTHCOLE has been appointed ACTING SECRETARY.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 28th September, 1901. [1666c]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE.

MR. WILLIAM BASIL DIXON has This Day ASSUMED CHARGE as CHIEF MANAGER.

By Order of the Board of Directors,
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Chairman.

Hongkong, 27th September, 1901. [1662c]

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THE ROBINSON PIANO CO.,
Hongkong, 27th May, 1901. [521c]

THE DOCKYARD AT HONGKONG.

AN INDIAN OPINION.

The growing importance of Hongkong as a naval base has been accentuated by the recent disturbances in the North, and if it is true, as the *Morning Post* avers, that the protocol is a farce and that China will emerge from her recent humiliation stronger and more dangerous than ever, the absolute necessity of strengthening the naval resources of Hongkong will be apparent to all. From this view the decision of the Admiralty to complete the dockyard extension works on the island in preference to taking up an absolutely new site on the mainland at Kowloon will be received with satisfaction by all who have at heart the protection of our vast trade interests with the Far East. The inhabitants of Hongkong have long been agitating for a removal of the naval dockyard from the island to the mainland, and it is not difficult to sympathise, although it may not be possible to agree, with them. The city is overcrowded, the population having grown during the last forty years from 40,000 to 300,000, and is still steadily increasing. Ground is wanted for the habitation of the people, as also for the improvement of the city. Victoria, the capital of Hongkong, like several important capitals in India, is very badly built, and its extremely insanitary conditions were in horrible evidence during the terrible epidemic of plague which decimated the lower Chinese population. Nothing, however, can prevent it being the great entrepot of British commerce in the Far East, and it is only natural that its inhabitants should wish to improve and extend the city to meet the growing needs of the population and commerce.

A SPLENDID SITE.

The scheme of improvement projected included the acquisition of the sites occupied by the Naval Yard, the Military Hospital and other works along the harbour front, as also the War Office reclamations, and public unofficial opinion strongly urged the removal of the naval works across the bay to Kowloon on the mainland. A little reflection, however, will convince any even-minded Imperialist of the danger of such a proceeding. In the event of Britain being engaged in a great war in China, an event of ever present possibility, a large and properly equipped dockyard at Hongkong would be of the first importance to our Navy. It would not take a hostile Power long to realise this, and one of the first expeditions of its fleet would bombard the head-quarters of the British. The present site of the dockyard is splendidly protected. It is not only approached by two strongly guarded channels, and the height of the Peak and other hills protect it from a bombardment from the south or sea side of the island. A dockyard at Kowloon would not only be open to a land attack, but would be easier of assault by water. Then there is the further and, to our mind, the most important consideration of the inaccessibility of Kowloon from Hongkong during a typhoon, which is of such frequent occurrence in the China Sea. The bay—orso-called harbour—dividing Hongkong from the mainland is then a seething cauldron in which no boat can live, and for the ponce Hongkong and Kowloon are as far apart as England and America. The disadvantage of such a condition at a time when the delay of an hour might mean the destruction of a fleet is too apparent to need further elucidation. No, we thoroughly agree with the decision of the Admiralty, and so will all those in India and Burma who are connected with the large trade to the East, which is carried on by that splendid fleet of steamers that ply regularly between Bombay, Calcutta, Rangoon and Hongkong. We publish in this issue a map of the Naval Yard on the Dockyard extension of which one and a quarter million sterling will be spent—*Indian Engineering*.

FASHIONABLE MARRIAGE AT
FOOCHOW.

FOOCHOW, 28th September.

The British Episcopal Church was the scene, on Saturday, the 21st inst. of the very pretty wedding of Miss Laura Moorehead, eldest daughter of Mr. Theodore Moorehead of the Imperial Maritime Customs at Foochow, with Mr. W. H. Wallace, Acting Agent of the Hongkong and Shanghai Bank, son of the late Alexander Wallace Esq., M.D. of Colchester. The Church was tastefully decorated for the occasion. The Service, at which large numbers were present, was choral and was performed by the Rev. L. Lloyd. The bride, who was given away by her father, wore white crepe de chine trimmed with cream lace and grange blossoms and carried a shower bouquet of tuberoses and maiden hair fern. She was attended by two bridesmaids, the Misses Alice and Marguerite Moorehead, her sisters, whose gowns were of white glass silk trimmed with white, tulle, lace and blue ribbon, with white lace being composed of white feathers and tulle and their bouquets of salmon hibiscus and maiden hair fern. Mr. W. A. R. Knight performed the duties of best man.

An At Home was held by Mrs. Moorehead after the ceremony, at which a great number of friends were present.

The bride's travelling dress was composed of gray silk crepe with white Maltese lace and insertion and was worn with a white chapeau trimmed with pink and white tulle, and clusters of hydrangea blossoms in their different shades. Mr. and Mrs. Wallace left for their new home amidst all good wishes and the usual showers of office and white satin slippers. The wedding presents were very numerous and handsome.

GIRAULT for the best and GREAT.

ESTABLISHMENT OF CONFEC-

TIONERY.

THE "ENVY" POISONING CASE.

(Continued.)

SINGAPORE, September 27th.

After the fifth adjournment yesterday, Capt. Strachan again entered the witness-box, and the cross-examination of this witness occupied the remainder of the afternoon.

Questioned by Mr. Van Cuylenberg, Capt. Strachan stated he did not remember Dr. Robertson mentioning anything about purpura when he examined Mrs. Strachan on board.

Mr. Van Cuylenberg: You never told Dr. Robertson Mrs. Strachan had marks of purpura on her body?

Witness: You are making a doctor of me. His Lordship: Answer the question.

Witness: No, I did not.

Mr. Van Cuylenberg: Do you know whether Dr. Robertson examined the spots on Mrs. Strachan?

Witness: I do not.

Mr. Van Cuylenberg: You keep a St. Bernard dog on board.

Witness: Yes.

Mr. Van Cuylenberg: Do you remember Dr. Robertson drawing your attention to the condition of the dog's mouth?

Witness: No.

Several other questions regarding Dr. Robertson's visit on board were put by Counsel, all of which witness absolutely denied.

Mr. Van Cuylenberg: When you discovered the cause of sickness at why did you not keep a sample of the water and the cockroaches?

Witness: Because I was ill at the time.

When I enquired into the matter the contents of the kettle had been thrown away.

Mr. Van Cuylenberg: No previous attempts had ever been made to poison you, Capt. Strachan?

Witness: Me? Never.

Mr. Van Cuylenberg: Do you remember having mentioned to Dr. Robertson that this was not the only occasion an endeavour was made to poison you?

Witness: I have never made any allegations to Dr. Robertson that previous attempts were made against me.

Mr. Van Cuylenberg: Did you not ask Dr. Robertson to analyse certain samples which you had brought up with you on your last voyage from Sydney?

Only some tea and coffee, which I considered to be of an inferior quality.

Mr. Van Cuylenberg: On July 28th didn't Dr. Robertson tell you that none of your people had been suffering from phosphorous poisoning?

Witness: He did not.

Mr. Van Cuylenberg: You are certain?

Witness: (Indignantly) I am positive.

Mr. Van Cuylenberg: Dr. Robertson suggested to you it was the food?

Witness: Dr. Robertson mentioned it for the first time about half an hour before he went into the Police Court on the 24th Aug. when Dr. Robertson said to me, "I think you will find it is in the food."

Mr. Van Cuylenberg: Dr. Robertson never mentioned this to you before?

Witness: (Audibly) Never.

Mr. Van Cuylenberg: Before attending the Police Court, Capt. Strachan, you were in the habit of frequenting the Dispensary, daily?

Witness: I went there two or three times a week for my wife's medicine, which I never received.

Mr. Van Cuylenberg: Did you go and see Dr. Robertson on Aug. 1st?

Witness: I did, and took the opportunity of informing Dr. Robertson that I had heard he was to be a hostile witness in the case. I then upon demanded my bill, at the same time cautioning Dr. Robertson not to make a "show" of himself.

Witness, continuing, said that without Dr. Robertson's knowledge he afterwards consulted Dr. Galloway, who informed him that on account of certain etiquette which existed amongst medical men he could not attend Mrs. Strachan unless witness severed his connection with Dr. Robertson. Witness's reply to Dr. Galloway was that he thought the doctors of Singapore should be dressed in petticoats.

Mr. Van Cuylenberg: When you were in the Police Court, Capt. Strachan, the Magistrate asked you whether you intended calling medical evidence?

Witness: He might or might not.

His Lordship: That is no answer.

Witness: I cannot recollect, my lord. If the Magistrate did put the question it was to Inspector Brannagan.

At this juncture witness again became so personal in his remarks that Counsel was obliged to appeal for protection.

His Lordship: I once and for all caution you on your behaviour, Mr. Strachan, for if you give the least provocation hereafter I shall be obliged to commit you for contempt of Court. I do not wish to adopt this course, as by sentencing you to imprisonment I would have to postpone the case and so delay the Court considerably. Now I have given you fair warning.

Mr. Van Cuylenberg: Did you not go into the Dispensary one day and tell Mr. Watt that Dr. Robertson was an unmitigated scoundrel?

Witness: I can't remember whether I said so; but certainly I thought it.

Mr. Van Cuylenberg: Captain Strachan, it would be a disgraceful thing to have scurvy on board a vessel?

Witness: Very disgraceful.

Mr. Van Cuylenberg: A man named Salem died on board your vessel whilst at sea?

Witness: Yes.

Mr. Van Cuylenberg: This man died in irons?

Witness: After trying to evade the question, replied in the affirmative.

Mr. Van Cuylenberg: Do you know what this man died of?

Witness: I do not.

Mr. Van Cuylenberg: It would be a serious matter to falsely log the death of a man, Capt. Strachan?

Witness: (to counsel, indignantly) Do you imply that I am guilty of such an act? The entry in my log is "cause of death unknown."

His Lordship: Mr. Strachan, answer the question.

Witness: It would be no offence, but purely an error of judgment.

Mr. Van Cuylenberg: Is there not a shipping act to the effect that any person making a false entry in a log-book is liable to a fine of £100 or imprisonment?

Witness: May be.

Mr. Van Cuylenberg: Have you ever experienced a case of scurvy on board any vessel?

Witness: Only two cases, but never on board my own.

Mr. Van Cuylenberg: The Board of Trade provides a medical book, to be kept on all vessels, does it not?

Witness: Yes, but I have a still better one for reference on board.

Mr. Van Cuylenberg: Have you the particular one ordered by the Board of Trade.

Witness: I have, but strange to say neither of them deal with phosphorous poisoning.

Witness, in reply to a question by Mr. Van Cuylenberg as to why he gave no emetic to his patients whilst ailing at sea, unhesitatingly remarked that an emetic was all very well in its way, but witness had a notion of giving something that would drive it through. For that purpose he used Epsom Salts, which proved very effective. Continuing, witness went on to say he had never run short of vegetables, which were dealt out to everybody. He never used lime-juice, as the ship was never fifteen days without fresh provisions: in other words his people had never been on salt provisions for fifteen days. Witness had in stock two large bottles of lime-juice and bushels of limes. Witness was perfectly confident that there had not been the least indication of scurvy on board. With regard to the contents found in Salem's box, he had heard Mr. Burgess state that the powder was a kind of herb used as snuff. Witness was satisfied that the paste in the jar contained phosphorous poison.

After this Mr. Fort re-examined witness with reference to Dr. Robertson's visit on board the schooner and also concerning the interviews which followed afterwards.

This morning the evidence of Mrs. Strachan and Wallace Strachan was taken, but owing to space pressure, the report of this is held over until Monday.—*Strait Times*.

THE CHINESE FAILURE.

Apart from Lord Salisbury's remarkable protest against Earl Spencer's assumption that the Government must be cognisant of Count von Bülows declaration of indifference to Manchuria, the dialogue in the House of Lords, on Tuesday, respecting China was somewhat jejune. Lord Lansdowne was able to exhibit a plausible schedule of progress in the negotiations—he went so far even as to call it "satisfactory progress." But he spoke of it with little enthusiasm; and it is indeed not easy to suppose that anyone acquainted with the facts can regard with much gratification the outcome of twelve months' endeavour to exact reparation for "crimes committed" (in the language of the joint Note) "under circumstances which have no parallel in the history of the world." The extraordinary embassy which China was required to send to Berlin has set out a heavy indemnity has been fixed; provision for the future defence of the Legation, quarter in Peking has been made; and the demolition of the Taku Forts has been agreed to; the Tungli Yamen has been dissolved and a Board of Foreign Affairs instituted in its stead; an edict of the 1

Let us see what is happening to the real culprits in the meantime. The joint Note presented by the Powers in February last required "the infliction of the severest punishment in proportion to their crimes" upon certain persons indicated. One or two notorious criminals have been executed by the Powers themselves. Is it alleged that Yü Hsien, the Governor of Shansi who collected and killed some half a hundred missionaries in the courtyard of his official residence, has been executed and that Kang Yi has died a natural death; but both statements are open to doubt. Prince Tuan, at any rate, is at large and Tung Fu-shiang is at home in his family residence, which a correspondent describes as more like a fortress than a private house, and as containing vast stores of gold and silver among other property acquired in the suppression of rebellions and in such opportunities as that afforded by the chaos at Peking. One magistrate, who had been denounced as guilty of seizing and handing over certain missionaries for execution to Yu Hsien, was found actually in office in Shansi; and the Shanghai correspondent of the *Times* informs us that another, who was notoriously responsible for the atrocious murder of certain English missionaries in the province of Chekiang, is still at large and posing as a person of importance in Hangchow, although the British Consul-General demanded his exemplary punishment a year ago. It need not surprise us to be told that indignation is felt at such a miscarriage of justice within 100 miles of Shanghai; nor need we be surprised if the best officials in the Consular service resign positions which they feel to be intolerable under such humiliating conditions.

Lord Lansdowne recognises that a Government which fosters this state of things needs reform, thinks that the Powers did wisely to leave it alone; people who he credits with knowing the Chinese best have advised him that "if we imposed upon them rulers or high officials of our choice, those rulers and those officials would be known to the people mainly as persons who had been imposed upon them by the foreigner who is, he fears a cordial object of aversion, and would very likely be powerless for good." The sentence is redolent of Peking. We will let a provincial Chinaman reply: it is a Chinese suggestion that the Powers should inform the Chinese Government that they cannot consent to withdraw their forces from Peking until the Emperor arrives there alone, armed with his proper prerogatives as sovereign of the Chinese Empire; and, further, that the Emperor be required to sign an edict resigning all pretensions to wield the authority she has usurped. It is not necessary to go through China displacing and replacing officials: such a course might have the effect apprehended. All that is necessary is to displace a faction who will certainly try to avenge themselves on all who refused to join in the "crimes against the laws of humanity and civilisation" which they instigated—and to replace the Emperor in power.

A recent letter from Shanghai reminds us that the question of endeavouring to get as much of the indemnity as possible out of foreign trade is not settled by the refusal to let it be imposed in the shape of Customs Dues. "They will try to get it through the medium of Likin; and not only so but (continues the writer) I much fear the result will be serious inter-provincial friction. Peking protests against Tribute rice and Manchu pensions being touched," and says that Likin, salt, and Native Customs are the things to go for. The Yangtze Viceroy is turn object, reasonably declaring that the row was none of theirs. . . . Moreover, of one thing you may be certain—that the Reactionaries, who are still controlling the Court, will move Heaven and earth to get their knives into the Viceroy for the stand which the latter made against the national uprising, and will make them pay up if they can." It is freely questioned whether retaliation will stop there. It is to be feared that, when things cool down, excuses may be devised for removing them from office, if not worse; and regrets are reiterated that His Majesty's Government have not when fit to give them the explicit assurance which their conduct entitled them to expect. It has been contended that China must stand together, and bear collectively the punishment of her crimes. But the provincial view is that the provinces are units, and that the guilty should suffer most. "Why," asks another Chinese correspondent "should the people groan under new burdens, and their dislike of the foreigner be thereby intensified, while Peking practically escapes and the estates of such men as Tung Fu-shiang and Kang Yi, Princes Tuan and Chuan, Li Ping-heng and Yü Hsien are left intact? To confiscate the estates of those leaders and apply the proceeds to the indemnity would not only be just but would tend to keep others in the path of rectitude!" The present Chinese Government will not do it, because the present Government is hand in glove with the criminals. The Emperor probably would, if he could escape; because, these are precisely the men who have been holding him in duress. The whole crisis might probably have been averted if an ear had been sent, in 1896, to his appeal for help. The most crucial outstanding problems—the punishment of officials, the safety of the loyal Viceroy, the inauguration of administrative reform—would be put automatically in the way of solution by his restoration. But precisely for that reason the Reactionaries will be careful to hold him tight. Doubts are even expressed whether the Emperor and his uncles will ever be returning to Peking at all. They name dates, which are always postponed, and have even appointed officers to repair the roads; but mending roads means opportunity for predation, and anything certain is that no opportunity of that kind will ever be neglected by the creatures of the Court.—*Saturday Review*.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the

"PALAWAN,"

Captain J. Chellow, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 12th October, at Noon, taking Passengers and Cargo for the

13 September 17th September, 1941
 Acting Agent
 112 Bombay without Transhipment
 Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

“KNIGHT COMPANION,”
between
HONGKONG and PORTLAND (OR.)
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

Coast Ports, and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information, communicate with or apply to

ALLAN CAMERON,
General Agent.

Monrovia, 21st November, 1901. First

"HILLGLEN"
"LOWTHER CASTLE"

For Freight and further Information, apply to

DODWELL & Co., LIMITED
Agents.

Monrovia and Georgetown.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
ILOILO and CEBU	KAIFONG	11th instant.
CHEFOO and NEWCHWANG	CHINKIANG	14th instant.
MANILA	CH NOTU	12th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CH NGTU	12th instant.
TIENSIN	PAKHOI	19th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	NESTOR	10th October.
"	LAERTES	12th "
"	DARDANUS	17th "
"	MACHAON	23rd "
"	PROMETHEUS	28th "
"	ACHILLES	6th November.

HOMEWARDS.

FROM	STEAMERS	DUE
"PYRHEUS"	"	15th Oct., 1901.
"CALYPSO"	"	29th "
"NESTOR"	"	12th Nov. "
"MACHAON"	"	26th "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

12- THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAIPEI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU," Captain T. Kinn, will be despatched as above TO-MORROW, the 6th October.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 30th September, 1901. [226]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG," Captain Butler, will be despatched as above on TUESDAY, the 2nd instant, at 2 P.M., instead of as previously advertised.

For Freight or Passage, apply to JARDINE, MATTHEWSON & Co., General Managers.

Hongkong, 4th October, 1901. [166c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 9th October, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th September, 1901. [321c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUME AND TIENTSIN.

(Taking Cargo through Route to the BRAZIL, SOUTH AFRICA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE, and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE," Captain A. Mitti, will be despatched as above on THURSDAY, the 17th October.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 28th September, 1901. [926c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle, about Oct. 20

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOHI, KORE, YOKOHAMA, and HONOLULU, on or about SUNDAY, the 20th October.

Through Bills of Lading, issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th September, 1901. [109c]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ADANA," Captain A. Smith, will be despatched for the above Port, on the 10th November.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 24th September, 1901. [109c]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SOCOTRA," FROM LONDON, ANTWERP, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as/soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 2nd October, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENSIN," FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 2nd October, 1901.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO, per Steamship

"HONGKONG MARU," The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent. Hongkong, 3rd October, 1901.

FROM HAMBURG, COLOMBO, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"BAMBERG," Captain Zurborn, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 4th October, 1901. [169c]

Intimations.

DROZ & Co., WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864, ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOGRAPHS. TRADE MARKS: MAXIM, BERN, &c.

REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rate.

NO. 10, QUEEN'S ROAD CENTRAL. Hongkong, 15th May, 1901. [526c]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, 9th March, 1897.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS, AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best. THREE YEARS' guarantee given to every purchaser.

10, QUEEN'S ROAD, HONGKONG.

JUST UNPACKED.

BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds.

FINEST WESTPHALIAN HAMS. H. RUTTON, 39 & 41, ELGIN ROAD, KOWLOON. Hongkong, 13th July, 1901.

Intimations.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES. Hongkong, 14th May, 1896.

NEW GOODS.

PLENTY IN HAND.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City E.ail. Hongkong, 30th April, 1900.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—2, ICE, HOUSE ROAD.

For full Particulars, &c., &c., Apply to W. STUART HARRISON, Manager.

Hongkong, 19th August, 1901. [20]

A UNIQUE RECORD.

SIX HUSBANDS IN SIX YEARS.

The Madrid correspondent of the *Pall Mall Gazette* relates the astonishing case of a young Spanish woman named Isabel Caporal, who in six years has lost by death six husbands, and now awaits in modest patience her wedding-day with a seventh.

In 1894, Senorina Isabel, then a young girl of 24, emigrated to New Orleans, and soon married a theatrical manager named Freeman, who died in a few months from yellow fever during a starring tour.

In order the better to conduct the company, his widow, after a few weeks, married one of the actors, a Spaniard named Harry, who was fatally stabbed on their wedding night, while trying to mediate in a brawl in the boarding-house.

Three weeks later another of the actors led her blushing to the altar. He was a Mexican named Lopez, with whom the offended laws of his country had a crow to pluck. Arrested, he sought escape by leaping from a train, was killed, and for the third time in 12 months poor Isabel became a widow.

Very soon, however, a fourth husband came

along. He was an American militia officer, named Knight, but the Cuban war consigned him to an untimely grave, and Isabel to the arms of a fifth husband in the person of a South Carolina lumber merchant, who was killed among his own timber. About the sixth husband there are not many details, but he met his end untimely, like his predecessors—in a steamboat accident. A business man in Charleston, greatly daring, has implored her to name the seventh day, which is fixed for next month.

LOST IN THE BREAKERS OFF MALACCA.

Captain Wilson of the s.s. *Vidar* recounts the facts of a recent unfortunate accident at Malacca—

On the 22nd Sept. the *Vidar* left Port Swettenham at 5.30 p.m. and soon encountered a strong wind, heavy seas and a blinding rain. At midnight the wind and sea eased up a little, but grew worse again at 4 a.m. next morning. The *Vidar* anchored off Malacca in 3½ fathoms of water with 20 fathoms of cable out, there being a heavy sea on and a heavy swell rolling in on the beach.

Seven or eight of the usual Malacca boats—passenger grabbers—came off; also the Boarding Officer's boat, containing the Boarding Officer and four Malay sailors. I gave the Boarding Officer my mails, which included one bag, one parcel and twenty loose letters, and at 7.20 he left for the shore. Ten minutes later his boat got into the heavy swell, then rolling in on the beach and capsized, turning completely upside down. I saw the men struggling in the water and as there were five Malay boats lying astern of the *Vidar*, I called to them to go to the assistance of the drowning men, but go they would not and did not till some time had elapsed and then it was too late. Luckily our Agent's boat was close by and, madged to save the Boarding Officer and three of the men, but one was drowned. The mail bag was also saved, but eighteen of the loose letters were lost.—*Malay Mail*.

AIR SHIPS.

In the discussion on the airship of M. Santos-Dumont, a curious fact has come out. Another Brazilian, Bartholomeo de Gusman, who had been educated by the Jesuits of Paraguay, constructed an aerial machine in 1709, in which he "flew" from church tower to church tower in Lisbon. The descriptions of the machine are hopelessly vague, but we take it that it was a kind of parachute which enabled him to leap safely from a high point on to a lower one. The Inquisition naturally arrested him, nominally as a magician, really as a man of science, and probably, therefore, an unbeliever, and though he was rescued by the Jesuit fathers, he died of chagrin and disappointment.

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Armand Behic*, connecting with the steamer *Salatie* at Colombo, from Marseilles, Sept. 8.—To Nagasaki: Mr. Erdmann. To Haiphong: Mr. Michel, Mr. and Mrs. Malod, Mr. Gayer, Mr. Lefebvre, Mr. and Mrs. Fontaine. To Saigon: Mr. and Mrs. Hue and children. To Batavia: Mr. Mendes de Lion.

Per Messageries Maritimes steamer *Annam*, from Marseilles, Sept. 22.—To Yokohama: Mr. and Miss Meschersky. To Shanghai: Mr. and Mrs. Van Laer. To Hongkong: Mr. Trévoix. To Haiphong: Mr. and Mrs. Devaux. To Saigon: Mr. and Mrs. Rochouillet and 2 children.

Per P. and O. steamer *Arcadia*, connecting with the steamer *Bengal* at Colombo, from London, Aug. 24.—To Hongkong: Miss Fenner, Mr. and Mrs. Charles Ford, Miss Sweet, Corporal W. Marsden, Mr. E. H. Codling, Mrs. Daly, Mr. J. C. Cooke. From Marseilles.—To Shanghai: Rev. and Mrs. J. Paxton and child. To Hongkong: Mr. Bremner, Mr. W. B. Dixon, Mr. W. E. Dixon. To Singapore: Mr. W. E. Sharpe.

Per P. and O. steamer *India*, from London, Sept. 5.—To Shanghai: Mr. and Mrs. J. Stark, Dr. H. S. Cary, Dr. W. Shackleton, Mr. W. J. Embery, Mr. W. H. Greenaway, Mr. R. Young, Mr. C. Cheney, Mr. G. Anderson, Mr. A. Jennings, Miss Eacott. To Hongkong: Mrs. Hatherwell, Major Scott. To Bangkok: Mrs. Wood and child, Mr. C. J. Davidson. From Marseilles.—To Hongkong: Miss Radcliffe, Mr. E. T. Palmer, Mrs. Board.

Per P. and O. steamer *Japan*, from London, Sept. 7.—To Hongkong: Mrs. Brown and 2 children, Commander and Mrs. Dawes, Mr. H. Bent, Mrs. Low and child, Lieut. Fry, Lieut. Cole, Major and Mrs. Ash, Mr. J. Low, Lieut. Grant, Sub-Lieut. Hammond.

Per P. and O. steamer *Oceania*, connecting with the steamer *Massilia*, at Colombo, from London, Sept. 19.—To Shanghai: Miss Twizell, Miss G. M. Miller, Miss A. N. Hart, Miss M. G. Sallan, Miss N. Marshbank, Miss E. Baller, Miss J. Begg, Miss F. Stillman, Mr. J. West. To Hongkong: Capt. R. White, Mrs. McCubbin and child. From Brindisi, Sept. 29.—To Manila: Mr. J. M. Underwood.

Per P. and O. steamer *Borneo*, from London, Sept. 21.—To Yokohama: Mr. and Miss Edmonds. To Shanghai: Miss Hopkins, Miss Homan, Mrs. Cecil Simpson and child, Mr. and Mrs. Thomas. To Hongkong: Miss A. M. Finney, Miss A. M. Baker, Miss Clarke, Miss Hutchinson, Miss J. C. Clarke, Mrs. Clutton. Mrs. S. Hooper, Mr. and Miss Bull, Lieut. H. Stensbury, Miss E. J. Ramsey, Lieut. and Mrs. Walker.

Per Norddeutscher Lloyd steamer *Sachsen*, from Hamburg, Aug. 21.—To Shanghai: Mr. Knud S. Siokke, Mr. Johann Wenck. To Hongkong: Mr. Heinrich Varrelmann. From Southampton, Aug. 26.—To Yokohama: Mr. and Mrs. R. J. Webb. To Shanghai: Mr. W.

Burnet, Miss Caplin, Dr. E. C. Davenport, Mrs. Dewar and child, Miss A. Ford, Mr. D. Robertson. To Hongkong: Mr. and Mrs. H. Frewin, Miss Macfarlane, Mr. Mumford and family, Mrs. Kate Ramsey. From Genoa.—To Yokohama: Mr. Riccardo Giglio-Tos. To Kobe: Miss Anna Barth. To Tsingtau: Mr. Albert Pfeiffer. To Shanghai: Mrs. von Mollendorf, Miss Eva von Mollendorf, Miss Margaretha von Mollendorf, Miss Dora von Mollendorf, Mr. Stabszahlmeister Ross, Dr. Stuhlmann. To Hongkong: Mr. Diakon Baumann, Mr. Carl Diener, Dr. Ernst John E. Kühne, Master Hans Kühne, Miss Bertha Kühne, Miss Edy Kühne, Miss Johanna Kühne.

Shipping.

Per Norddeutscher Lloyd steamer *Klauschen*, from Bremen, Sept. 4.—To Nagasaki: Mr. G. Chester, Mr. Gordon Kerr. To Shanghai: Mr. and Mrs. Taylor, Miss Kidson Miss Short, Dr. Holved, Mr. Pereira and party, Mr. F. Neville May, Miss May, Mrs. Rees and family, Mr. and Mrs. L. M. F. Grant and family, Mrs. Felgate, Rev. and Mrs. Hunter, Dr. W. E. Plummer, Mr. and Miss McPhail, Rev. S. C. Meech, Mrs. Harris, Dr. Cochran, Miss Miles.

To Hongkong: Mrs. Macdonald, Miss Cumber, Dr. H. Davidson, Mr. Hickey, Mrs. Kidd and children, Miss Turner and child.

ARETHUSA, British cruiser, 4,300, J. Startin, 5th Oct.—Shanghai 2nd Oct.

KWANG LEE, British steamer, 1,667, R. Lincoln, 5th Oct.—Shanghai 2nd Oct. General—C. M. S. N. Co.

HAICHING, British steamer, 1,276, W. Davis, 5th Oct.—Swatow 4th Oct. General—Douglas, Laprak & Co.

GLENGYLE, British steamer, 2,213, Temperley, 5th Oct.—R.N.R., 5th Oct.—Yokohama via Shanghai and Amoy 4th Oct. Tea and Wool—Order.

TELEMACHUS, British steamer, 1,340, J. Wilhamson, 5th Oct.—Saigon 30th Sept. Rice—Nam Wo Co.

YEDO MARU, Japanese steamer, 1,068, K. Nakagawa, 5th Oct.—Chefoo 29th Sept. Beans—Order.

NANCHANG, British steamer, 1,075, Edward Finlayson, 5th Oct.—Canton 4th Oct. General—Butterfield & Swire.

JACOBI DIEDERICHSEN, German steamer, 623, G. Schalkier, 5th Oct.—Haiphong and Hoihow 4th Oct. Rice and General—Jensen & Co.

ESMERALDA, British steamer, 966, J. McGinty, 5th Oct.—Manila 2nd Oct. General—Shewan, Tomes & Co.

NESS, British steamer, 1,063, W. Peart, 5th Oct.—Moj 29th Sept. Coal.—Mitsui Bussan Kaisha.

CHINGTU, British steamer, 2,260, J. E. Williams, 5th Oct.—Japan 28th Sept.

HERMES, Norwegian steamer, 840, A. Knudsen, 5th Oct.—Fremantle 16th Sept. Timber—Sander, WIELER & Co.

Clearances at the Harbour Office.

Yedo Maru, Japanese str., for Canton.

Loongang, British str., for Manila.

Kang Bang, German str., for Swatow.

Wingsang, British str., for Canton.

Daigi Maru, Japanese str., for Swatow.

Woods

